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COMPARING TWO HERRING SEASONS

We are indebted to H. W. LeMesurier, the Deputy Minister of Customs, for the following figures, which show the results of the West Coast herring fishery for the season just closed and for last year.

Barrels.		Values.
32,339	Bulk herring	\$64,678
9,213	Pickled herring	38,694
24,002	frozen herring	72,006
65,554		\$175,378
1912.		
42,931	bulk herring	\$60,205
10,205	pickled herring	35,743
18,549	frozen herring	43,574
71,685		\$139,522

—St. John's, N. F., Herald, Feb. 3.

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DUG UP FATHER OF ALL CLAMS

Probably the largest clam ever dug near Ipswich was dug on Tuesday by James Dolan, an Ipswich clammer, living on East street. Mr. Dolan was digging in the vicinity of Eagle Hill, on what is known as the "back river", when he unearthed a giant specimen, weighing over two pounds and measuring 16 inches in circumference. It was 7 1/4 inches in length and 4 1/4 inches in breadth. The clam was enough for a chowder for an average-sized family.

Would Do Just As Well.

Three fishing vessels caught in the ice at the Bay of Islands petitioned Uncle Sam for a cutter to extricate them from their plight. The naval tug Potomac was sent to the rescue but she in turn fell into the clutches of the rapidly making ice. Now the cutter Androscoggin is off to do what it can for the Potomac. Before they get through the good old Woodbury will have to make a dash across the treacherous waters to the Bay of Islands and save the whole outfit. —Portland Express & Advertiser.

SCH. HARMONY IS AT HALIFAX

A telegram received today by Capt. Carl C. Young announces the arrival of sch. Harmony. Capt. Christopher Gibbs at Halifax. The Harmony was one of the fleet that was out in the heavy gale of January 21 and has been up against bad weather most of her time out. All hands on board are safe and well, is the pleasant news which Capt. Gibbs sends.

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THE POTOMAC AND HER PLIGHT

The Boston Transcript in speaking editorially of the plight of the tug Potomac, says:

On the Arctic side of that bleak North Atlantic rock pile of Newfoundland is a ford which goes by the name of Bay of Exploits. Seventeenth-century adventurers visited it, and twentieth-century fishermen still ply between its ramparts. Wild times they have seen there, yet the name would fit any cove, bay or haven on that triangular shore, not so much for its flavor of stirring adventure of the Elizabethan period, but for the literal report of what has taken place on the waters just inside or just outside the frowning sentinel headlands which go by the generic name of "Blow-me-downs."

When the navy tug Potomac started for Bay of Islands to release the two ice-locked fishing schooners it was not nearly so certain that she would free them as that she would have to thrash nimbly to bring off an unscratched keel herself. And thus the event has proved. As often with the Arctic exploring expeditions, it is the rescuing party, amateur of the frozen seas, which gets into trouble. The schooners are still in the ice (though apparently in no immediate peril), the only difference in their plight being the external one that the tug is also in the ice, with no present prospect of getting out. And the revenue cutter Androscoggin, which was ploughing down to the northwestward under a full head of steam to the release of the tug, has had orders to make port at Halifax or Sydney to await orders, lest a like fate befall her. For the Gulf of St. Lawrence plays no favorites, and when a professional ice-crushing steamer like the old Bruce requires four days to negotiate the eight-hour run between Port aux Basques on Newfoundland and North Sydney on Cape Breton your revenue cutter bent on bucking drift ice against a northwest wind from Cape Ray to Bay of Islands might as well peck with a housemaid's icepick, or get off and walk, as the tug's people appear to have done yesterday over the floes to Lobster Head Light Station.

For in the struggle against ice and weather in those troublous waters force is nothing and strategy is everything, and if ever it is true that the only way Nature is to be commanded is by being obeyed, it is true on the west coast of Newfoundland in the winter time. When the Gloucester fleet was trapped in the winter of 1912 the two revenue cutters on starting north to their rescue took the prudent measure of carrying as informal pilots and consulting diagnosticians Captain Reuben Cameron and Captain John McInnis, who had fought many a tough battle with contrary winds and treacherous ice in those latitudes. The despatches which tell of the tug's helplessness in the ice pack intimate that she may have to be abandoned, or that, if fresh provision and fuel can be got aboard of her, and she drifts northward toward the Straits of Belle Isle in the spring, she may be freed; but with the prevailing winds northwest, piling ice steadily on the western shore of Newfoundland, there seems now little chance of her release until the final break-up of the winter.

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GILL NETTERS LOST GEAR

Whole Week of Bad Weather Has Been Disastrous to These Little Craft.

The cold weather and storm has been another blow for the gill netters and yesterday the large boats, many of which have been unable to secure their nets since Friday of last week went outside in an attempt to locate their gear.

But a few of them, however, were successful and the chances are that some of them won't get them for a time, at least, one of the steamer captains stated this morning.

Steamer R. J. Killick was unable to find a trace of her buoys, the markers having either been cut or chafed away. The Enterprise and Ethel were also out looking, but did not pick up their nets and returned to port.

Steamer James W. Gifford had a hard time of it, but after cruising around most of the day, hitched up to one of her buoys and lifted aboard her string. Steamer Nora B. Robinson was also successful and brought her string back to port.

The inshore steamers had small catches, the Naomi Bruce leading with 2000 pounds.

The gill net fleet and shore boats were tied up at their various wharves, while there was nothing doing in the harbor in the way of arrivals.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Dolphin, gill netting, 500 lbs. fresh fish.
Str. Medomak, gill netting, 1200 lbs. fresh fish.
Str. Ethel, gill netting.
Str. Naomi Bruce, gill netting, 2000 lbs. fresh fish.
Str. R. J. Killick, gill netting.
Str. Nora B. Robinson, gill netting.
Str. James W. Gifford, gill netting.
Str. Enterprise, gill netting.

TODAY'S FISH MARKET.

Salt Fish

Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50.
Eastern halibut codfish, large, \$5.00; medium, \$4.50.
Georges halibut codfish, large, \$5.50; mediums, \$4.50.
Cusk, large, \$2.50; mediums \$2.00; snappers, \$1.50.
Haddock, \$2.00.
Hake, \$2.00.
Pollock, \$2.00.

Fresh Fish.

Splitting prices:
Haddock, \$1.15 per cwt.
Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.
Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.
Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring \$3.50 per bbl.
Newfoundland pickled herring \$4.50 per bbl.
Newfoundland frozen herring 3 1-2c per lb.
Fresh halibut, 13c per lb for white and 14c for gray.

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PACIFIC BANKERS ARE NOW FITTING

Weather permitting, the Robinson Fisheries Company's codfish fleet will be brought to Anacortes the latter part of this week to outfit for the annual cruise to the fishing banks in Bering sea. The schooner Wawona, recently purchased by the local company, will take the place of the wrecked schooner Joseph Russ, is lying at Gray's Harbor. Captain Charles Foss, who commands the new vessel on this year's cruise, has gone to Aberdeen to meet the new Robinson flagship north, arriving at Anacortes the Wawona will be converted from a lumber carrier into a cod fisher and it is planned to get the Wawona and Alice away from Anacortes for Bering seas as early as possible in March.

President W. F. Robinson of the company, announces that he has selected Capt. John McInnis, a well known master of Puget Sound, to command the Alice, succeeding Captain Charles Foss who has been promoted to command the Wawona.

Capt. McInnis is well known in Anacortes, having commanded the Alice on her 1908 cruise when she brought back a full catch of cod from the North.

For the past two years Capt. McInnis has been master of the German cannery schooner Harriet G. operating between Puget sound and Alaska waters.

RECEIPTS LIGHT UP AT T WHARF

The week closed quietly at T wharf, Boston, today, the only fares being steam trawler and a single craft from the shore. It was a dismal day at dock on account of the heavy snow, with but little trading. Dealers at the opening quoted \$10 a hundred pounds for haddock, \$8 for cod and \$4 for pollock.

Boston Arrivals and Receipts. The arrivals and receipts in detail are:

Str. Swell, 31,000 haddock, 700 lbs.
Str. Esther Gray, 6500 cod, 200 lbs.
500 pollock.
Haddock, \$4.50 per cwt.; cod, \$3.75; pollock, \$4.

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CUTTER FOR SEA HOSPITAL WORK

Piatt Andrew Says This Would Save Expense and Would Provide Craft Just Where Needed by the Fishing Fleet.

Believing that the best and most practical manner of meeting the requirements of a hospital ship can be sought about by providing a revenue cutter for that work, so that when the craft is not needed for hospital duty, it could be employed for the relief of distressed vessels, Hon. A. Piatt Andrew, who is deeply interested in the project has written Hon. Joshua W. Alexander, chairman of the house committee on Merchant, Marine and Fisheries advocating such a plan, which he first suggested when assistant secretary of the treasury, when the bill was introduced in Washington.

Not only is Mr. Andrew convinced that the suggestion is feasible but he points out where it offers a practical solution in removing the one great obstacle, namely, the matter of expense which at present seems to stand alone in the way for the enactment of the proposed legislation. Mr. Andrew writes:

February 13, 1914.

Hon. Joshua W. Alexander,
Chairman, Committee on Merchant,
Marine and Fisheries, House of Representatives.

My dear sir:—The project of a hospital ship to minister to the needs of our deep sea fishermen of the North Atlantic coast, which is as I am informed now before your committee, is of great interest to me not only as a citizen of Gloucester the home of a larger part of the deep sea fishing fleet, but also because as assistant secretary of the treasury I gave the subject considerable attention in 1912 when it was last before Congress. As the usefulness and need of such a ship there is no division of sentiment among those familiar with the situation. The most important fishing grounds are several hundred miles from our coast and in the absence of medical and medical aid, when men are injured in the rough business of the sea in these regions they are apt to be left days and sometimes weeks without proper treatment and the results are often permanently disabling and sometimes fatal. If these men's wounds were on the land, facilities for such treatment could be had in a few minutes or at the most within a few hours. The government now

maintains under the public health service 23 marine hospitals and 123 other relief stations for seamen but none of these are available for the thousands of deep sea fishermen when they most need them. It is coming to be more and more recognized that it is an appropriate and important function of the government to provide for the health, safety and proper working conditions of our people and such provision ought not to be withheld from those who in the pursuit of their trade have to incur the greatest dangers and to hazard health and limbs and sometimes life itself.

It has always seemed to me that the best and most economical plan for meeting the requirements of the fishing fleet in this regard would be to provide a revenue cutter especially equipped for this particular service so that when the vessel was not needed for hospital duty it could be employed for the relief of distressed vessels, destroying of derelicts and the ordinary coast patrol of a revenue cutter and of course it would be always available for naval service in time of war. The greatest need of the fishing fleet is felt from the first of April or first of May until the first of November or the first of December and during this time the cutter should visit all the larger banks where the fleets congregate and steam from one to the other in regular courses so that a stray fisherman would know where to locate it at any time.

As I understand it, the most of the cases needing treatment could be properly attended to by the surgeons on board the fishing vessels themselves. It would not be necessary to provide very extensive quarters on board the hospital ship, at least to the extent of rendering it unavailable for other service at other times. This means that the expense involved for the hospital vessel can be divided between the public health service and the revenue cutter service will be reduced if the use of the treasury the heads of both of these services agreed that such an arrangement was practicable and I believe that this would appeal to Congress and remove the one obstacle of expense which now stands in the way of their providing for our fishing fleet such a hospital service as is provided for the fishing fleets of England and France by the governments of those countries.

Sincerely yours,
A. PIATT ANDREW.

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LYLE STANDS FOR THE FISHERMEN

"Skiddoo" District Representative Pleaded Cause of Herring Torchers at Hearing for Right to Ply Their Vocation Along Coast.

State House, Boston, Feb. 13.—Representative James M. Lyle was one of the speakers before the committee on fisheries and game today in advocacy of a bill to allow the torching for herring in the waters of the commonwealth, although most of the speakers and opponents came from the Boston water-front, and the nearby wealthier summer resorts.

Mr. Lyle was one of the last speakers and was careful to explain that



REP. J. M. LYLE.

Who Stood for the Fishermen at Herring Torching Bill Hearing.

he did not agree perhaps with everything that had been said in favor of the proposed legislation, but he did believe that the fish and game commission would not license anyone to fish under such a law who was not a proper person. As a representative of the fishing industry in his city however, he hoped the committee would give the matter careful and favorable consideration. As other speakers preceding him had explained the process of torching for herring and how the main if not the only market for the herring was for bait for the fresh fisheries of Boston and Gloucester, he did not go into these features.

It is a fact that the petitioners in this case are in the main Italian fishermen of Boston and as represented by counsel today their contention is that while local selectmen can license fishermen they, as a matter of fact, will not license anyone except their own citizens. Their counsel told the committee that the selectmen and city officials did not hesitate to state the matter broadly and with no attempt to disguise it; that they proposed only to give permits to their own citizens.

These Boston Italians came forward as an organization today under the title of the Massachusetts Fishermen's Association. Their counsel said that they were 100 strong; that half of them had been naturalized and were American citizens and that the others had taken out their first papers, therefore, they should stand an equal chance with other American citizens in obtaining permits but they had been and were being discriminated against a great deal. They had some \$200,000 invested in boats and gear and would like to fish as they used to fish up to three years ago when this law went into effect and since which time the price of herring bait has increased, from \$4 to \$8 per barrel.

The only opposition was voiced by citizens of the town of Cohasset who claimed that these torchers wanted to come in there and get all of the fish in a short time and leave nothing for their own citizens. Torching and seining is not allowed in their harbor but the gill net fishermen there they claim are doing very well. One man today reported that he made \$500 in one night and \$2000 in the season of two months.

Representative Henry F. Long of Topsfield whose district includes the towns of Ipswich and Rowley opposed that feature of the bill which proposes giving the state fish and game commission the authority to issue permits instead of the selectmen as at present. He said there was a continual attempt to deprive local authorities of their powers and that what few were left should be reserved.

Sea Mussels are Good for Food. So Asserts Dr. Field— Skate and Dogfish Also Palatable.

Skate and dogfish, as well as sea mussels, are among the fishes which Charles Doucot, a Boston hotel chef, hopes to introduce into Boston to take their places as staple articles of food.

So Mr. Doucot declared to a Globe reporter yesterday afternoon, at his second experiment to establish mussels as a food staple here. About a week ago he included fried and steamed mussels on his regular bill of fare, and met with such success that he repeated the experiment yesterday.

In his effort to bring to the attention of Bostonians the palatability and nutritive value of mussels, Mr. Doucot is backed by the United States Bureau of Fisheries in the person of Commissioner H. M. Smith and by Dr. Irving A. Field, assistant professor of biology at Clark University. Dr. Field has been preaching the cause of the mussel for years past.

Mr. Doucot proposes to have an interview with Superintendent Franklin B. Dyer of the Boston schools with the purpose of obtaining the right to demonstrate the mussel before cooking classes of the city schools. He has already been asked by many of the leading local hotels to arrange for them to procure mussels.

How to Prepare Skate.

Old salts there may be who have eaten their skate and dogfish and will tell you that it is the best ever. But there are a few who feel differently about it.

Mr. Doucot comes from France, the home of the expert cuisinier, and he doesn't hesitate to say that it is preposterous to throw away all the skate and dogfish that are caught.

"Why you take some skate, quarter it, boil it in water seasoned with vinegar, carrot, parsley and onion; take some butter, melt it in a spider and let it smoke till it is nearly black, not letting it burn; then pour the butter over the skate, and you've got one of the finest dishes in the world. Why, I don't know anything better than fresh skate."

That is Mr. Doucot's testimony as to the skate, while he speaks similarly concerning dogfish. But for the palatability of the latter there is an authority a little closer to American traditions in Dr. Irving A. Field.

Says Dr. Field of the dogfish: I have good testimony that fresh, smooth dogfish is just as good as flounder, halibut or any of the standard food fishes. We have had it served several times in various ways at the mess of the Marine Biological Laboratory in Woods Hole, at one private boarding house and in several private homes. There was favorable comment on it, whether the people knew what they were eating or not. No adverse criticism was made.

As to horned dogfish the Massachusetts Fish and Game Commission reports its palatability, lack of odor or "strength" and its good consistency when cooked or canned. It resembles halibut, it is said. It is nutritious and boneless and so safe for old and young. It should be an excellent food for the masses.

Mussels As Good As Oysters.

Mr. Doucot's resolution to try the fate of mussels with the New England public was based on their general use as an article of food in France. Clams are rarely seen abroad, but mussels are eaten freely by the best classes.

"Mussels are going to be a great success in Boston," predicts their sponsor.

Dr. Field and the writer were served generous orders of mussels by Mr. Doucot in the cafe of the hotel yesterday. Dr. Field took care of 16 of the steamed sort, while the writer chose the fried mussels and ate them with a relish.

"I see you're getting ready to die," grumbled an old fellow at the next table.

"Been eating them for seven years and haven't died yet," retorted the learned professor. "When you eat a female mussel you swallow between 4,000,000 and 6,000,000 eggs," he added.

Dr. Field sums the case of the mussel up as follows:

"You have a shellfish as palatable as a oyster, but much more nutritious and made digestible. They contain only one-half of the waste of oysters, are more abundant, more easily cultivated in that they require less special conditions for growth, and are adapted for making a great variety of good preparations. Further, they are in season for the table when the oyster is out of season."

"They cost about half what oysters do and you get twice the good you get out of oysters when you eat them."

Twenty-five cents will buy mussels enough to serve 10 people at one meal.

Thousands of Bushels to An Acre.

Mussels have recently been introduced into the Worcester market, and in two months trade has grown from one to two barrels a day. The supply is a little short now, owing to the fact there has been no regular demand in the past, but the United States Fisheries Bureau is now trying to regulate the supply. Meanwhile, Mr. Doucot is going to boost them all over the city.

Owing to Indian superstitions against the mussel, Dr. Field reports that the earliest settlers of America got an idea the mussels were poisonous, and this prejudice has militated against the shellfish as an article of diet, but his investigations have disproved the poison theory and have demonstrated that the mussel is palatable and digestible.

He has found that the shellfish abound along the shore of the Atlantic from North Carolina northward, and along the Pacific from Alaska to San Francisco, the investigation showing the yield averages between 6000 and 8000 bushels to an acre.

In summing up his report, Dr. Field says, "It is an economic crime to deny the mussel a place on our tables."

Some Mussel Recipes.

Here are some good mussel recipes from Dr. Irving A. Field:

RECIPE FOR CREAMED MUSSELS.

Thoroughly wash the mussels and place them in boiling water until the shells begin to open. Pour off water quickly, take out the "beard" or byssus, and remove the meats from the shell, saving the liquor. For every cup of chopped meats make one cup of creamed sauce, which may be prepared as follows: Melt in a saucepan one tablespoon of butter, stirring in one tablespoon of flour. Cook this,

but do not let it brown. Stir slowly one-half cup of mussel liquor and one-half cup of milk seasoning with pepper and salt to taste. Cook thick and creamy and add mussels just before ready to serve. Serve on slices of toast.

RECIPE FOR FRIED MUSSEL.

Clean the mussels thoroughly outside and boil till the shells begin to open. Take out the "beard" and remove the meats from the shells. Season with salt or pepper, roll in bread or cracker crumbs, dip in egg beaten up in milk and roll again in crumbs, then fry quickly in hot fat. Drain on paper as fast as the mussels are fried. Serve hot, garnished with slices of lemon. Have every piece as free from grease as possible.

Favors Hospital Ship.

The project of a Federal hospital ship to cruise chiefly on Georges' Bank and farther off fishing grounds seems to be meeting with support from many unexpected quarters. At certain times of the year the French government sends a hospital ship to the Grand Banks, a distance of about 1100 miles from Portland, while the Georges' are less than 300 off shore. It is estimated that Portland, Boston, Gloucester and other New England seaports send 6000 or 7000 fishermen to the banks. At present fishermen with broken limbs, gashed hands, frost bites or frozen hands or feet cannot be treated promptly where no skill exists and doubtless many lives have been sacrificed which might have been saved had there been a hospital ship in the vicinity of the fishing fleet.—Portland Express & Advertiser.

Potomac Will be Abandoned.

Navy Dept. Fears she Will be Crushed—Will Send no Craft to Her Relief—Crew Will be Sent Home.

In the opinion of naval officials, the Potomac now encased in the ice at Bonne Bay is in a mighty bad predicament and those familiar with conditions feel when the tug is freed by the spring thaws, she will either be crushed or so badly damaged as to end her future career as a seaworthy craft.

The department has decided that it will take no further risks in sending a craft to the relief of the Potomac. The navy department announced yesterday that it would wait until natural conditions made the release of the tug possible, before sending further assistance there.

In the meanwhile, most of the tug's crew will probably be sent back home.

Feb. 16.

Picked Up a Power Boat.

Word was received at the police station Saturday evening seeking information concerning a 22-foot power boat which broke adrift in Marblehead harbor during the storm. Yesterday, the gill netting steamer Dolphin picked up the boat off Eastern Point and towed her into port. She is owned by a Mr. Peach of Marblehead and he was notified of the finding of his craft.

SCH. HARMONY AGAIN DISABLED

Steering Gear Put Out of Commission in Heavy Gale—In Halifax.

According to advices received Saturday, sch. Harmony which was dismantled by a gale several days ago on the Nova Scotia shore, is in trouble again, having arrived at Halifax in a disabled condition.

The vessel was on Quere when Capt. Gibbs decided to return to Gloucester and sent her into the teeth of a gale which at times reached a velocity of 80 miles an hour.

Giant waves swept over her more than once the men were cast off their feet and narrowly escaped being washed overboard. They were greatly relieved when they sighted Halifax.

SQUANTO HAD GALES HEAVY

Sch. Squanto was at Yarmouth Wednesday through stress of weather. She has been at sea almost two weeks, and for much of that time been fighting heavy weather. At the time they did not know where they were. This week for the first time she was driven back near St. Mary's and the captain then decided to head for Yarmouth. On passage a sea boarded her, smashed three dories. This is Squanto's first visit to Yarmouth since she put in dismantled in November and was towed from that port to Gloucester.

SIGHTED GREAT FIELD OF ICE

A vast island of field ice, more than 200 miles in length, was sighted to the eastward of Newfoundland by the British steamer Lord which put into Halifax early Saturday for bunker coal, in order to complete her voyage from Narvik, way, to Philadelphia. The steamer was delayed by continuous westerly gales and returned further setback when, approaching the Newfoundland coast, she encountered the field ice. Her course then changed to the south and she coasted along the field for most two days.